

$$\begin{aligned}\text{vertical} &= \rho_s V \\ \text{aft} &= C_{x2} \rho V^{\frac{2}{3}} \left(K V_{s_0} \right)^2 \\ \text{side} &= C_{y2} \rho V^{\frac{2}{3}} \left(K V_{s_0} \right)^2\end{aligned}$$

where—

ρ =mass density of water (slugs/ft.³);

V =volume of float (ft.³);

C_x =coefficient of drag force, equal to 0.133;

C_y =coefficient of side force, equal to 0.106;

$K=0.8$, except that lower values may be used if it is shown that the floats are incapable of submerging at a speed of $0.8 V_{s_0}$ in normal operations;

V_{s_0} =seaplane stalling speed (knots) with landing flaps extended in the appropriate position and with no slipstream effect; and

g =acceleration due to gravity (ft./sec.²).

(g) *Float bottom pressures.* The float bottom pressures must be established under § 25.533, except that the value of K_2 in the formulae may be taken as 1.0. The angle of dead rise to be used in determining the float bottom pressures is set forth in paragraph (b) of this section.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5673, Apr. 8, 1970]

§ 25.537 Seawing loads.

Seawing design loads must be based on applicable test data.

EMERGENCY LANDING CONDITIONS

§ 25.561 General.

(a) The airplane, although it may be damaged in emergency landing conditions on land or water, must be designed as prescribed in this section to protect each occupant under those conditions.

(b) The structure must be designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when—

(1) Proper use is made of seats, belts, and all other safety design provisions;

(2) The wheels are retracted (where applicable); and

(3) The occupant experiences the following ultimate inertia forces acting separately relative to the surrounding structure:

(i) Upward, 3.0g
(ii) Forward, 9.0g
(iii) Sideward, 3.0g on the airframe; and 4.0g on the seats and their attachments.

(iv) Downward, 6.0g

(v) Rearward, 1.5g

(c) For equipment, cargo in the passenger compartments and any other large masses, the following apply:

(1) Except as provided in paragraph (c)(2) of this section, these items must be positioned so that if they break loose they will be unlikely to:

(i) Cause direct injury to occupants;

(ii) Penetrate fuel tanks or lines or cause fire or explosion hazard by damage to adjacent systems; or

(iii) Nullify any of the escape facilities provided for use after an emergency landing.

(2) When such positioning is not practical (e.g. fuselage mounted engines or auxiliary power units) each such item of mass shall be restrained under all loads up to those specified in paragraph (b)(3) of this section. The local attachments for these items should be designed to withstand 1.33 times the specified loads if these items are subject to severe wear and tear through frequent removal (e.g. quick change interior items).

(d) Seats and items of mass (and their supporting structure) must not deform under any loads up to those specified in paragraph (b)(3) of this section in any manner that would impede subsequent rapid evacuation of occupants.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5673, Apr. 8, 1970; Amdt. 25–64, 53 FR 17646, May 17, 1988; Amdt. 25–91, 62 FR 40706, July 29, 1997]

§ 25.562 Emergency landing dynamic conditions.

(a) The seat and restraint system in the airplane must be designed as prescribed in this section to protect each occupant during an emergency landing condition when—

(1) Proper use is made of seats, safety belts, and shoulder harnesses provided for in the design; and

(2) The occupant is exposed to loads resulting from the conditions prescribed in this section.

(b) Each seat type design approved for crew or passenger occupancy during takeoff and landing must successfully complete dynamic tests or be demonstrated by rational analysis based on dynamic tests of a similar type seat, in accordance with each of the following emergency landing conditions. The tests must be conducted with an occupant simulated by a 170-pound anthropomorphic test dummy, as defined by 49 CFR Part 572, Subpart B, or its equivalent, sitting in the normal upright position.

(1) A change in downward vertical velocity (Δv) of not less than 35 feet per second, with the airplane's longitudinal axis canted downward 30 degrees with respect to the horizontal plane and with the wings level. Peak floor deceleration must occur in not more than 0.08 seconds after impact and must reach a minimum of 14g.

(2) A change in forward longitudinal velocity (Δv) of not less than 44 feet per second, with the airplane's longitudinal axis horizontal and yawed 10 degrees either right or left, whichever would cause the greatest likelihood of the upper torso restraint system (where installed) moving off the occupant's shoulder, and with the wings level. Peak floor deceleration must occur in not more than 0.09 seconds after impact and must reach a minimum of 16g. Where floor rails or floor fittings are used to attach the seating

devices to the test fixture, the rails or fittings must be misaligned with respect to the adjacent set of rails or fittings by at least 10 degrees vertically (i.e., out of Parallel) with one rolled 10 degrees.

(c) The following performance measures must not be exceeded during the dynamic tests conducted in accordance with paragraph (b) of this section:

(1) Where upper torso straps are used for crewmembers, tension loads in individual straps must not exceed 1,750 pounds. If dual straps are used for restraining the upper torso, the total strap tension loads must not exceed 2,000 pounds.

(2) The maximum compressive load measured between the pelvis and the lumbar column of the anthropomorphic dummy must not exceed 1,500 pounds.

(3) The upper torso restraint straps (where installed) must remain on the occupant's shoulder during the impact.

(4) The lap safety belt must remain on the occupant's pelvis during the impact.

(5) Each occupant must be protected from serious head injury under the conditions prescribed in paragraph (b) of this section. Where head contact with seats or other structure can occur, protection must be provided so that the head impact does not exceed a Head Injury Criterion (HIC) of 1,000 units. The level of HIC is defined by the equation:

$$HIC = \left\{ (t_2 - t_1) \left[\frac{1}{(t_2 - t_1)} \int_{t_1}^{t_2} a(t) dt \right]^{2.5} \right\}_{\max}$$

Where:

t_1 is the initial integration time,

t_2 is the final integration time, and

$a(t)$ is the total acceleration vs. time curve for the head strike, and where

(t) is in seconds, and (a) is in units of gravity (g).

(6) Where leg injuries may result from contact with seats or other structure, protection must be provided to prevent axially compressive loads exceeding 2,250 pounds in each femur.

(7) The seat must remain attached at all points of attachment, although the structure may have yielded.

(8) Seats must not yield under the tests specified in paragraphs (b)(1) and (b)(2) of this section to the extent they would impede rapid evacuation of the airplane occupants.

[Amdt. 25-64, 53 FR 17646, May 17, 1988]